



**City Council Hearing
on the
District of Columbia Transit Development Study**

September 18, 2002

**Prepared for:
The District Columbia**

**by:
Washington Metropolitan Area Transit Authority**

Why Transit Improvements?

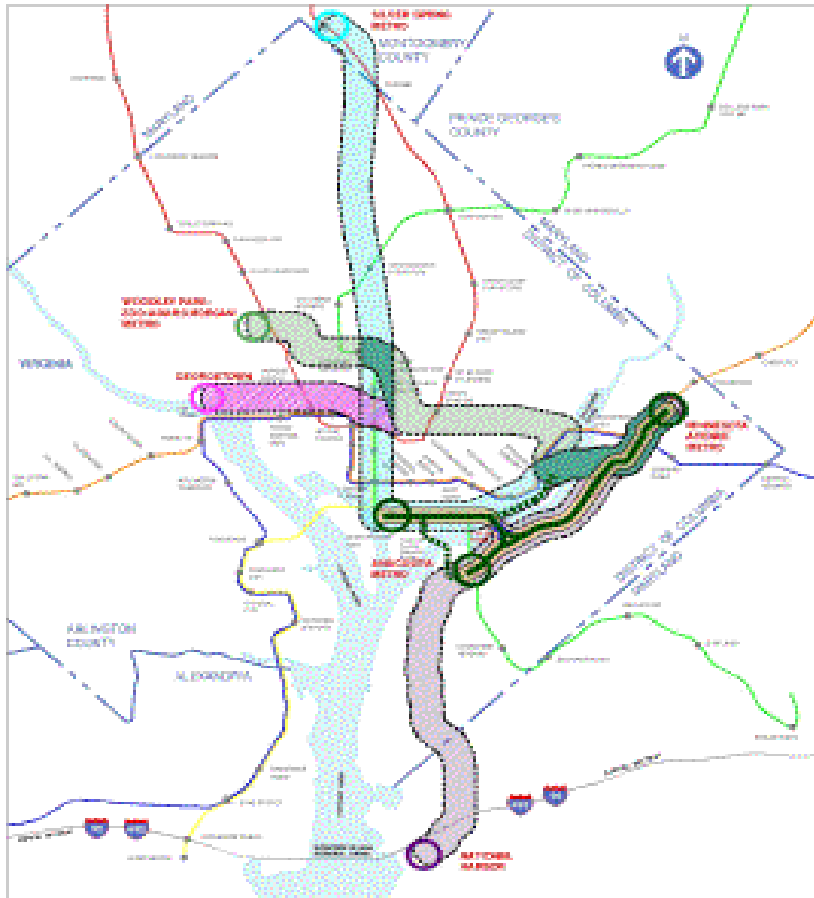
- **District growing, but not equally in all sections**
- **Address traffic congestion, which is seriously impacting District and region's growth and quality of life**
- **Improve transit mobility within the District**
- **Reinforce the District's development objectives**
- **Support transit oriented development**
- **Advance transit corridors to the next level of project development and implementation**

Purpose

- **Identify the most promising corridors for Alternatives Analysis**
- **Identify alternative transit modes (vehicle capacity and costs per mile)**
- **Develop initial Return on Investment projections for selected corridors**

Background

- DC Transportation Vision Study, 1997
- WMATA Transit Service Expansion Plan, March 1999
- Study began Fall 2000 in Two Phases
 - Phase I: Identified Nine Corridors
 - Phase II: Identified Four Most Promising Corridors for Advancement to Alternatives Analysis
- Council Committee Briefing in January 2002
- 5 Community Outreach Meetings Held in February Through April, 2002



Nine Corridor Alternatives Studied

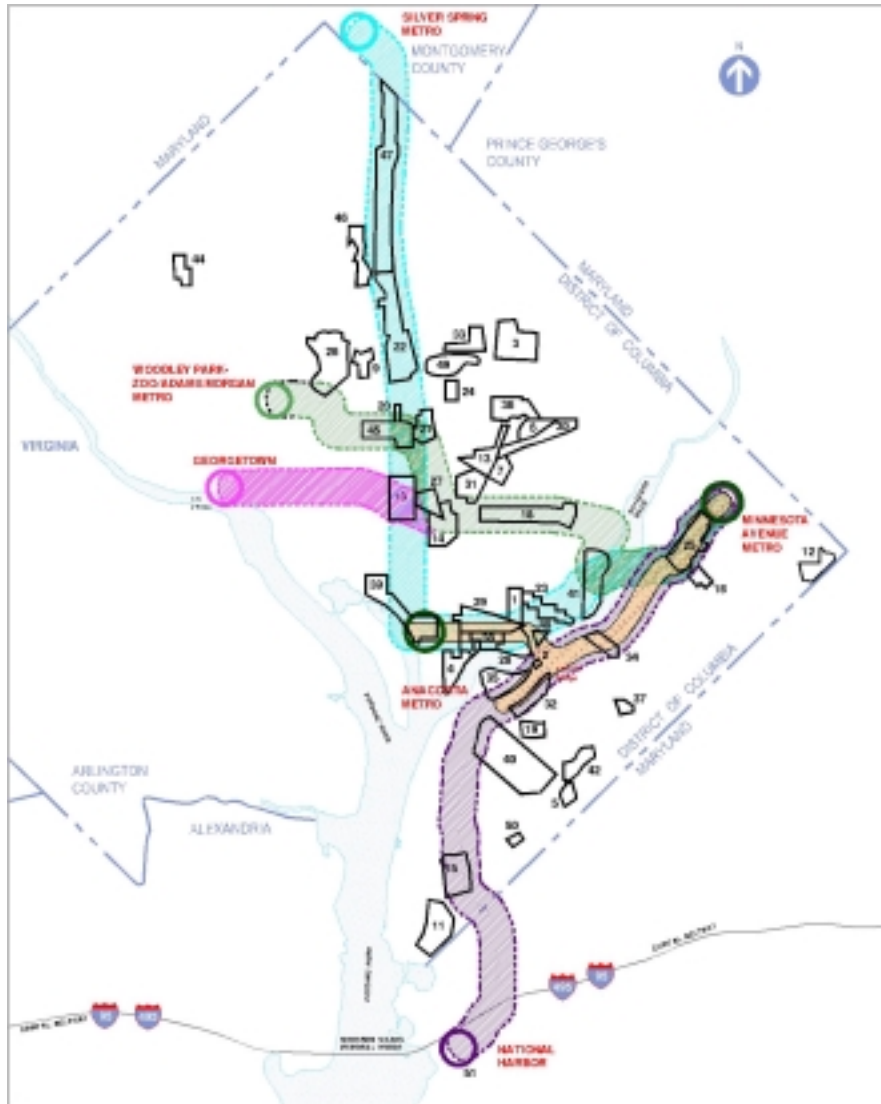
Feedback from Community Outreach Meetings

- **Positive support for implementing a trolley/light rail transit (LRT) system for patrons moving within and between established neighborhoods**
- **Potential loss of vehicular travel lanes and parking in major streets to accommodate trolley/LRT system**
- **Length of time required for implementation from planning and design stages and construction prior to starting rail service**

Most Promising Transit Routes:

- **Silver Spring Station south and east to Minnesota Avenue Station**
- **Woodley Park Station to Minnesota Avenue Station via Union Station**
- **Georgetown to Minnesota Avenue Station via Union Station**
- **Minnesota Avenue Station via Anacostia Station to National Harbor**
- **Starter Line from southwest waterfront with river crossing to Anacostia Station and Minnesota Avenue Station**





Proposed Development and Redevelopment Locations

1. 8th Street/Barracks Row Main Street
2. Anacostia Gateway
3. Brookland/Catholic University
4. Buzzard Point
5. Camp Simms
6. Capital City Business and Industrial Park
7. Capital City Market
8. Capitol Gateway
9. Columbia Heights Center
10. Convention Center-Hospitality District
11. DC Village
12. East Capitol Dwellings Hope VI
13. Eckington Tech District
14. Far East Downtown
15. Far SE/SW Bellevue
16. Fort Dupont Homes
17. Friendship Heights
18. H Street/Hechinger Plaza
19. Hillside
20. Howard Town Center
21. LeDroit Park
22. Lower Georgia Avenue/Petworth
23. Lower Pennsylvania Avenue Gateway
24. McMillan Reservoir
25. Minnesota Avenue/Benning Road
26. Mt. Pleasant
27. Mt. Vernon Triangle
28. Navy Yard
29. Near SE
30. New York Avenue Air Rights
31. North Capitol Tech District
32. Old Anacostia
33. Old Soldiers Home
34. Pennsylvania Avenue East
35. Poplar Point
36. Rhode Island/Brentwood Center
37. Skyline
38. Southeast Federal Center (SEFC)
39. SW Waterfront
40. St. Elizabeths
41. Stadium/Armory
42. Staunton/Douglass Hope VI
43. Takoma Center
44. Tenleytown
45. U Street Cultural District
46. Upper 14th Street Business District
47. Upper Georgia Avenue Gateway
48. Washington Gas
49. Washington Hospital Center Area
50. Wheeler Circle Hope VI
51. National Harbor

Most Promising Transit Routes and Starter Line with Development Overlay